

**IN THE CLAIMS:**

1. (Currently Amended) A method for producing attached parts for a motor vehicle, ~~for example including one or more of doors, dampers, mudguards, the method comprising:~~

~~providing formed by at least one an internal sheet (1) and at least one external sheet with (2); said sheets being produced separately from each other; and subsequently joined together at their edges, characterized in that~~

~~bending [[a]]] the external sheet (2) is inwardly bent at sides (3, 4) visible from outside in the edge area of the attached part; , and that the~~

~~pushing pertaining edge areas (14-19) of the internal sheet (1) are pushed against the bend (7) of the external sheet (2) to minimize the gap; , and that~~

10 ~~welding the internal sheet (1) and the external sheet (2) are welded together by a laser beam (20) directed into the gap between the edge areas (14-19) of the internal sheet (1) and the bend (7) of the external sheet; (2), and~~

~~laying [[b]]] the edges of the external sheet (2) and internal sheet (1) are basically laid on each other in parallel to the component plane at one side at least or at all invisible sides (5, 6) in the edge area of the attached part lying opposite to the visible area(s); and are laser-welded laser-welding in an overlap joint or laser-welded or laser-soldered in the fillet of the overlapping parts.~~

2. (Currently Amended) A method according to Claim 1, ~~characterized in that~~  
~~wherein the visible edge area of said external sheet (2) is inwardly bent at [[the]] a sill side (3)~~

and/or lock side (4) of a door for motor vehicles.

3. (Currently Amended) A method according to claim 1 any of the preceding Claims 1 or 2, characterized in that wherein the invisible edge areas of the hinge side (5) and/or of the window side (6) of the door external sheet (2) are connected with the edge areas (14-19) of the door internal sheet (1) in the overlap joint by laser welding or in the fillet (11, 12) of the overlapping edge areas (8, 9) by laser welding or laser soldering.

4. (Currently Amended) A method according to claim 1 any of the preceding Claims 1 or 3, characterized in that wherein the bend (7) of the external sheet (2) is arranged at an angle to the external sheet (2) being greater than or equal to 90°.

5. (Currently Amended) A method according to claim 1 any of the preceding claims, characterized in that wherein in the visible area where the external sheet (2) is inwardly bent, the internal sheet (1), too, is wholly or partly bent inwardly or outwardly in an edge area (14 to 17).

6. (Currently Amended) A method according to Claim 5, characterized in that wherein the bend (7) of the external sheet (2) forms an acute angle to the bend (14, 15) of the internal sheet (1).

7. (Currently Amended) A method according to claim 1 ~~any of the preceding claims 5 or 6, characterized in that wherein~~ the edge areas (16, 17) of the internal sheet are inwardly or outwardly bent by up to 180°.

8. (Currently Amended) A method according to claim 1 ~~any of the preceding claims, characterized in that wherein~~ the edge area (18) of the internal sheet (1) is arranged in parallel to the external sheet (2) and that the front side (19) of the edge of the internal sheet (1) is so bevelled that it forms an acute angle to the bend (7) of the external sheet (2).

9. (Canceled)

10. (New) A method for producing a motor vehicle part to be attached to a motor vehicle body, with the attached part having a visible edge area visible by a user of the motor vehicle and a hidden or not visible edge area that cannot be viewed by a user of the motor vehicle, the method comprising the steps of:

- 5 forming an internal sheet;
- forming an external sheet produced separately from the internal sheet;
- forming the visible edge area by bending the external sheet inwardly at a side to form a bend and a bent portion, pushing an edge area of the internal sheet against the bent portion in toward the bend of the external sheet to minimize a gap between the bent portion and the edge area of the internal sheet and welding the internal sheet and the external sheet together by

a laser beam directed into the gap between the edge area of the internal sheet and the bent portion adjacent to the bend of the external sheet; and

forming the hidden or not visible edge area by laying an edge flange portion of the external sheet and an edge flange portion of the internal sheet on each other in parallel to a component plane to form overlapping flange portions and laser-welding the overlapping flange portions together to form an overlap joint or laser-welding or laser-soldering in a fillet at overlapping flange portions to form an overlap joint.

11. (New) A method according to claim 10, wherein the part is a motor vehicle door and the visible edge area of the external sheet is inwardly bent at a sill side and/or lock side of the door.

12. (New) A method according to claim 11, wherein the not visible edge area is at a hinge side and/or a window side of the door external sheet.

13. (New) A method according to claim 10, wherein the bend of the external sheet is arranged at an angle to the external sheet that is greater than or equal to 90°.

14. (New) A method according to claim 10, wherein the bend of the external sheet forms the bent portion at an acute angle to the internal sheet.

15. (New) A method according to claim 10, wherein the edge areas of the internal sheet are inwardly or outwardly bent by up to 180°.

16. (New) A method according to claim 10, wherein the edge area of the internal sheet is provided by bending an end in a direction away from the external sheet.

17. (New) A method according to claim 10, wherein the edge area of the internal sheet is provided by bending an end in a direction toward the external sheet.

18. (New) A method according to claim 10, wherein the edge area of the internal sheet is the end face of the internal sheet directed toward an inner surface of the bent portion of the external sheet.

19. (New) A motor vehicle part to be attached to a motor vehicle body, comprising:  
a visible edge area visible by a user of the motor vehicle; and  
a hidden or not visible edge area that cannot be viewed by a user of the motor vehicle,  
the motor vehicle part being formed by the steps of:

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forming an internal sheet;  
forming an external sheet produced separately from the internal sheet;  
forming the visible edge area by bending the external sheet inwardly at a side to form a bend and a bent portion, pushing an edge area of the internal sheet against the bent portion

in toward the bend of the external sheet to minimize a gap between the bent portion and the  
10 edge area of the internal sheet and welding the internal sheet and the external sheet together by  
a laser beam directed into the gap between the edge area of the internal sheet and the bent  
portion adjacent to the bend of the external sheet; and

forming the hidden or not visible edge area by laying an edge flange portion of the  
external sheet and an edge flange portion of the internal sheet on each other in parallel to a  
15 component plane to form overlapping flange portions and laser-welding the overlapping flange  
portions together to form an overlap joint or laser-welding or laser-soldering in a fillet at  
overlapping flange portions to form an overlap joint.

20. (New) A motor vehicle part according to claim 19, wherein the part is a motor vehicle door and the visible edge area of the external sheet is inwardly bent at a sill side and/or lock side of the door and the not visible edge area is at a hinge side and/or a window side of the door external sheet.

21 (New) A motor vehicle part according to claim 19, wherein the edge area of the internal sheet is provided by bending an end in a direction away from the external sheet or in a direction toward the external sheet.